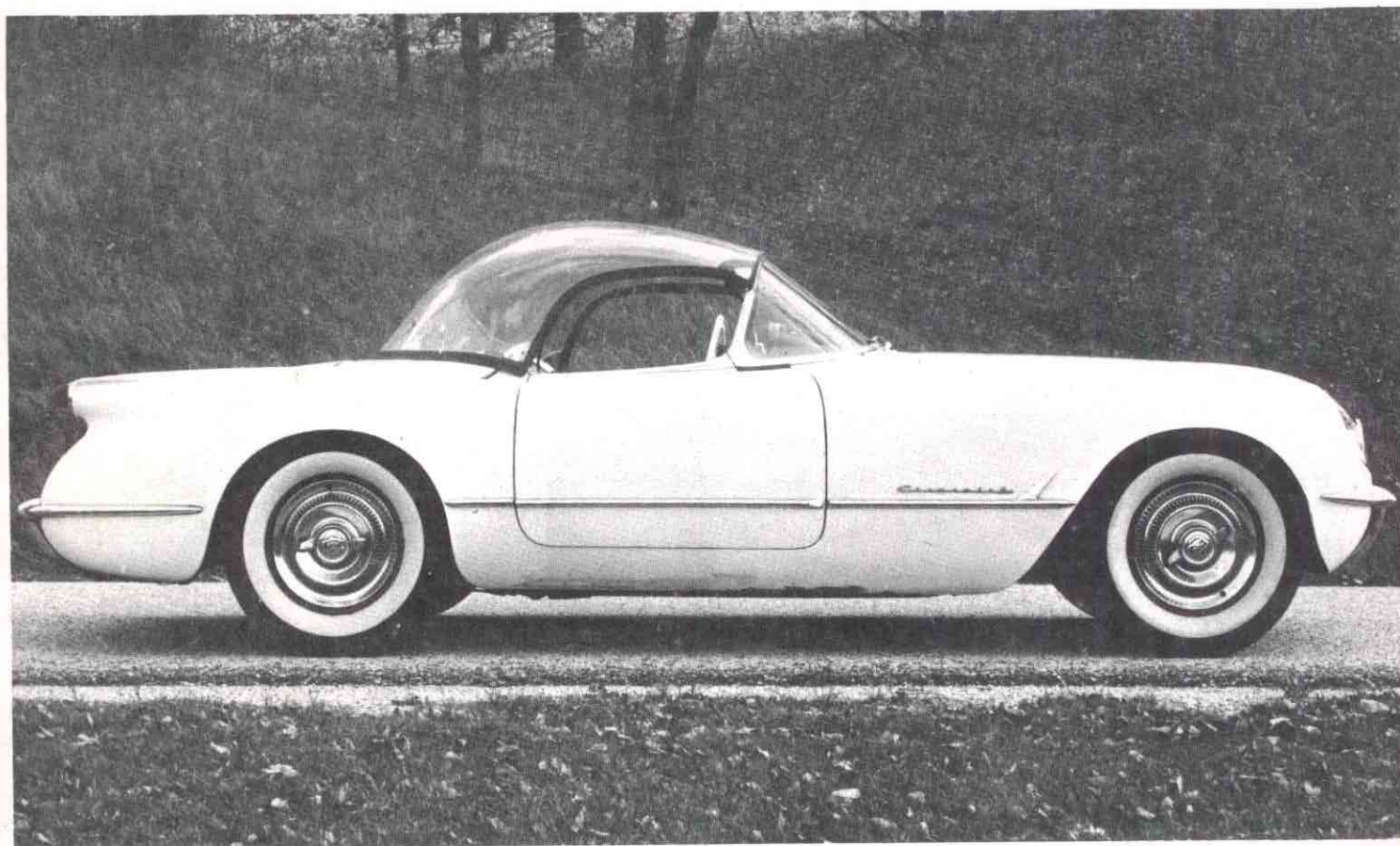


Blue Flame Special



VOLUME 3 NO. 1
MARCH 1971



Vintage Corvette Club of America

Vintage Corvette Club of America

2359 W. Adams
Fresno, Calif. 93706

Blue Flame Special Newsletter is printed quarterly by the Vintage Corvette Club of America, a non-profit organization open to all Corvette enthusiasts. Membership fees as follows: Regular membership (ownership of a 1953-55 Corvette) - \$10.00 per year: Associate membership (ownership of a 1956 through present Corvette or anyone interested in Vintage Corvettes) - \$10.00 per year. Membership fees: Third Class Mailing, \$10.00; First Class, \$12.00 and Air Mail, \$14.00.

NOTICE

Permission to reproduce all or any part of this newsletter must be obtained in writing from the Vintage Corvette Club of America. Also, use of the names on the roster for any purposes other than official club business is strictly prohibited.

All correspondence regarding the Vintage Corvette Club of America should be mailed to 2359 W. Adams, Fresno, California, 93706.

Editors: Ed and Jean Thiebaud
Photography: Ed Thiebaud, Frank Milne, Bob Wingate & Members
Articles: Ed and Jean Thiebaud & Members
Preparation: Ed and Jean Thiebaud

EDITOR'S NOTE:

We have a newsletter name: "Blue Flame Special," submitted by our Secretary, Jean Thiebaud. The name Blue Flame Special was written in white letters on the blue-green six-cylinder engine valve cover on the early Corvette models.

--Ed Thiebaud

COVER:

Our cover photo this issue features a 1954 Corvette with a custom built plastic top. "Corvette News" estimated that Bell Helicopter made approx. 20 clear plastic tops for the early Corvettes. We had only heard of 3 tops that were still around.

This car belongs to Glenn Hinz, Wisconsin.
See page 14 for story.

Editor's Notes

REGIONALIZATION

We have had an excellent response to our proposed regionalization. Seventy percent of the regions have responded. We would like to request that those of you who have responded and those of you who are interested in heading a region or chapter please furnish the Club with a complete personal resume by May 1, 1971. Regional and Chapter representatives will be named in the next issue of the "Blue Flame Special".

CAR SHOW

Lakes Sports Car Club is now determining Marque classes for the 1971 Woodbury Auto Show. The 1970 Woodbury Auto Show was the largest auto show in the state of New Jersey. It drew about 250 concours and exhibit cars and 10-15,000 spectators. Over 125 trophies were awarded in 34 classes. The show will be held September 18, 1971. To establish a marque class, they require 4-6 cars. They guarantee three trophies in each class, more trophies will be supplied to larger classes on a 1 to 3 basis.

East Central Region - this would be an excellent opportunity to hold a meet and enter the car show. For information contact Dick Zimmermann, 127 Broadway, Laurel Springs, N.J. 08021.

Anyone interested in who? & where to get in
Edsel Owners Club, P.O. Box 2459,
Orange, Calif. 92667, phone 714-538-2178

Also National Nomad Club:

50 Teller - Lakewood, Colorado
80226, phone 303-238-6096 - \$10 per year

EVENTS

W.S.C.C. Convention, Do you know the way to San Jose, May 28-29-30-31 - Auto cross rally, concours, cocktail party, Awards Banquet, etc. Fun, fun, and more fun - write Gary Carlin, 7835 Kentwood Way, Pleasanton, Calif. 94566, phone: 415-846-4889.

National Council of Corvette Clubs Inc. is hosting their Convention at St. Louis, "Home of the Corvette". My last information was their convention would start around Wednesday 30th June 1971 and run July 1st, 2nd, 3rd and 4th. There will be Autocross, Rally, Concours, cocktail parties and also Awards Banquet. With such a good central location let's see if we in the

Vintage Corvette Club can have a good turn out. If my turkey business will spare me I hope to attend both WSCC and National Council Conventions. For more information and eligibility requirements write: Ben E. Malan, 312 Godfrey, South Lyon, Mich. 48178, VE55S001144-6, Ben was our 6th Charter member in Vintage Corvette Club of America and has been doing much work to get a class opened for Vintage Corvettes at the National Convention.

Southern States Corvette Club Festival, presented by Oklahoma City Corvette Club, Inc. May 7, 8 and 9th. Features Concours, Rally, Buffet Dinner, Trophy Party, Autocross, etc. Mail inquiries to: Jim Fleetwood, 1815 North Linn, Oklahoma City, Oklahoma 73107.

ITEMS OF INTEREST

I received information from Keyless Lock Co. Inc., 6790 E. 32nd St., Indianapolis, Ind. 46226, phone: 317-547-9501 stating they now have a new idea for discouraging auto theft and you all know this is of prime interest to Corvette owners. Their device is Keyless and not only kills your starter but it also dams the fuel to your carburetor.

Would the enthusiastic member who offered to supply members with the Jack Instructions card for the spare tire board please let himself be known. Your name was separated from the card and we would like other members to know of this source. Hope to run this in next Newsletter.

Item of Interest - I looked at a 1960 Corvette 2 months ago that had original 17,000 miles on the car and to those who are interested, the factory tires were still on the car as follows: B. F. Goodrich Silver Town 4-ply tubeless 2" (inch) wide white walls.

Congratulations to Robert E. Meyer of Meyer Chevrolet Inc., 226 Milan Ave., (#250-13 North) Norwalk, Ohio 44857, "Huron County's Largest Dealer" for recently joining Vintage Corvette Club of America and registering "Ole Real McCoy" # E53F001004. You might say he not only owns Ohio's oldest Corvette, the oldest Corvette east of California and the 2nd oldest Corvette in the Country.

MORE 

The Vintage Corvette Club has been extensively and recently written up in the following magazines:

FABULOUS CORVETTE (purchase on any newsstand) page 83, "Restoring a 57 Classic". Page 99 Vintage Corvette Club of America. This is an Argus publication published by Coronado Book Corporation, 131 S. Barrington Place, Los Angeles, Calif. 90049. Single copy \$1.25; phone 213-476-3004.

HOT RODDING - April Issue 1971, page 74, Restoration information on 57 Corvette.

SPECIAL-INTEREST AUTOS, Jan/Feb. 1971 Issue. Article name: 1954 Corvette drive Report, 5 page article, complete with pictures and specifications of the 54 Corvette. Article also states the price when new in 1954 and the present day "Current Valuation".

For subscription write to: Special Interest Autos, Box 196, Bennington, Vt. 05201.

SPECIAL INTEREST AUTOS, March/April 1971 Issue, page 54. Vintage Corvette Club of America listed under Club Roster.

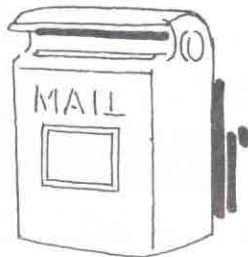
Received following letter from a new member by the name of G. Wesley Patterson, 3340 W. Malapai Dr., Phoenix, Ariz. 85021.

"The first issue of the Blue Flame Special (Vol. 2 #3) that I received after joining the Club in Sept. 1970 was both interesting and informative. The article on Radio Repair was particularly useful, and I now have a working radio in my Corvette."

Hubcap reproductions have been cancelled at this time. Prices quoted to build a mould were out of sight.

NEWSLETTERS

Several members have complained about not receiving their newsletters 3rd Class. If you change your address please notify us. Even though we stamp each envelope "Address correction requested - return postage guaranteed" - if you have moved the newsletter is sometimes not returned to us. So we assume you have received it.



CLUB NEWS

REPRODUCTION OF THE 1953-54 PARTS CATALOG is now printed. The price of these catalogs is \$12.50, so order early to receive a copy as supply is limited. For new members this is a reproduction of the original parts catalog. Order by Catalog No. 1 - 1953-54, complete 66 pages.

SPECIAL INTEREST AUTOS

"Special Interest Autos" the new magazine out from Hemmings Motor News will be doing a feature article on Ed Thiebaud's prize-winning, fully restored, 1954 Corvette. The article, written by Michael Lamm, editor, will include an extensive road test and complete technical data. The article will appear in the January or February, 1971 issue. Subscriptions are \$5.00 per year for subscribers to Hemmings and \$6.00 for all others. Subscriptions may be sent to Special Interest Autos, Box 380, Bennington, Vermont, 05201.

CLUB DUES

With regions now forming, the cost and size of our newsletter is growing, thus additional postage fees, etc. The Club has decided to set up dues on the following basis. Regular membership Third Class mailing \$10.00 per year. Regular membership First Class Mailing \$12.00. Regular membership Air Mail \$14.00 per year. Associate membership will be on same dollar basis.

For those who have paid dues during last twelve months and wish to change from Third Class to First or Air Mail just compute on a 1/4, 1/2 and 3/4 basis. For example, if you paid your dues in June, 1970, and you want Air Mail for remainder of your dues period, send \$2.00.

ORIGINAL SHOWROOM BROCHURES

The Club will attempt to include original showroom brochures in subsequent newsletters. Plans are projected to run brochures for every year model Corvette sold, 1953-1971. Pictures here is referred to as "The 1953 Brochure," 2 color, 3 fold, 7 1/2" x 12 1/8"...

ITEMS FOR SALE

CLUB ITEMS OFFERED FOR SALE

1. Carburetor kits - new \$7.00 each p/p - 1954.
2. Carburetor kits - new \$6.50 each p/p - 1955 - 265 V-8.
3. New gear shift knobs - exact duplications - \$7.00 each p/p.
4. Owner's Manuals 1953-55 - reproduction - \$7.50 each p/p.
5. Back issues of Newsletters - first three issued - \$1.00 each, Vol. 2, No. 1, No. 2, No. 3 - \$2.00 each p/p.
6. New original outside mirrors - \$11.00 each p/p.
7. Park Lights: A. Lenses - \$2.25 each p/p.
B. Doors (chrome piece) - \$2.25 each p/p.
C. Gaskets - \$.60 each p/p.
8. New left door & right door striker plates - \$11.50 each p/p.
9. New front end Corvette emblems - \$9.50 each p/p.
10. New windshield - \$145.00 plus postage.
11. New windshield rubber gaskets - \$8.50 each p/p.
12. Rear license plate covers - exact duplication - \$14.00 p/p insured.
13. New front bumper (lic. plate hangs between this bumper) - \$14.00 each p/p.
14. Original large open-mouth windshield washer jar for passenger side mount of engine compartment - \$4.00 each p/p.
15. Exhaust chrome ring - fits into body around exhaust pipe - \$3.50 each p/p.
16. Chrome word Chevrolet for right & left front fender - \$4.00 each p/p.
17. New full length door chrome piece (special shipping in plastic pipe) - \$10.00 each p/p.
18. New horn ring without horn plastic button - \$10.75 each p/p.
19. One quart of Chevrolet engine blue heat resistant paint - \$5.00 each.
20. One quart of Chevrolet red upholstery paint for entire upholstery, including carpets, seats, door panels, etc. - \$7.00 each p/p.
21. New "stop light" brake switches, fits under dash - \$2.75 each p/p.
22. Reproductions of Red original side curtain bags with the passenger car headliner material used as a divider between side curtains while in bag - also two original chrome turn buckles to attach it to inside trunk area - \$15.00 each p/p.
23. Original (patterned in configuration) trunk mat reproduction made out of red loop pile carpet with red leatherette sewn around perimeter for trim work - \$21.00 each p/p.
24. New fuel pump - \$23.00 each p/p.
25. Weather stripping for trunk, under top deck, doors & hood, 162" long - \$10.00 p/p.
26. Front chrome oval large grill frame which houses entire grill - \$60.00 each p/p.
27. Stock original new gasoline filter for fuel line - \$8.00 each p/p.
28. Original dash knobs - white with chrome rings - works on hood latches, choke, lights, cigarette lighter - \$2.50 each p/p.
29. New brake pedal return spring - \$1.59 each p/p.
30. Eight piece master cylinder brake rebuild kit - \$7.00 each p/p.
31. Original right & left door handle knobs - white - \$1.50 each p/p.
32. Original left & right side curtain release knobs - white - \$3.50 each.
33. New original dash instrument clear plastic gauge lense - for gas, oil, temp., clock, battery - \$1.25 each p/p.
34. New grill teeth starting at center tooth as (C) then numbering to left and to right numbers #1 number #4 and tooth #5 available - \$9.00 each p/p.
35. New original distributor with side tachometer drive - \$60.00 each.
36. New original gas feed pedals - \$3.50 each p/p.
37. New factory carburetor idle adjusting screws - \$1.50 each p/p.
38. New rubber transmission mount (2 bolt hole), fits between trans. and cross brace unit - \$6.00 each p/p.
39. New "female" hood catch bolts to firewall - left & right - \$6.00 each.
40. New horizontal long center grill bar - \$22.00 each p/p.
41. Rear fastening sleeves and cap screws (These were used on the '56-'57 top deck cover to screw down the hard top to rear top deck - set of three \$15.00 p/p.
42. Lower seating strip (rubber) used around bottom of the plastic on hard tops and any other custom made Vintage hard tops. \$1.50 per foot.
43. Chrome ash tray with flip lid, fits into arm rest 1953-55, also fits into tunnel for 1956-62 - \$5.50 each p/p.
44. Chrome ring around ash tray, square pattern fits into arm rest - \$1.00 each p/p.
45. New radiator hose - top - \$3.50 each p/p.
46. New front end sway bar - \$6.50 each p/p.
47. Beautiful new chrome reproduction head lamp screens - \$25.00 per pair plus postage and insurance.
48. License plate (front) stainless steel - \$2.00 plus postage. (Reproduction)
49. License frame (rear) - plated chrome - \$25.00 plus postage. (Reproduction)
50. Chrome gull wings (reproduction) - \$25.00 per pair plus postage.
51. Rear chrome 6" piece (reproduction) - \$20.00 per pair plus postage.



PARTS FOR SALE

1. FOR SALE - One set triple carburetors, intake-exhaust manifold, complete 1953-1955, 6 cylinder Corvette. \$75.00 F.O.B.
Ray Thorland, Gaylordsville, Conn. 06755, (203) 354-5986.

1. FOR SALE - 1954 side curtains - \$125.00 or trade for pair of wide 16" mags.
Jim White, 525 Windsor Dr., Lodi, Calif., (209) 369-4993.

FOR SALE OR TRADE:

1. Gullwings.
2. Rear chrome behind doors.
3. License frames.
4. Knobs.
5. I am in process of reproducing horn buttons. SSAE for prices & details.
John L. Reeves, 3701 Belhaven Dr., Greensboro, N.C. 27407.

FOR SALE:

1. Carbs., intake and exhaust manifolds.
2. Side curtains.
3. Gullwings.
4. Distributor.
George Stelzer, 1556 Joliet Rd., West Chicago, Ill. 60185, (312) 231-4155.

CARS & PARTS FOR SALE OR TRADE

FOR SALE:

1. 5 sets side curtains.
2. 1 set side curtains for parts.
3. Right & left outside horizontal rear bumpers.
4. 4 rear center bumpers.
5. 4 complete sets grill teeth used.
6. Front & rear chrome bullets, also horizontal front & rear.
7. 4 used sets intake & exhaust manifolds with 3 carbs.
8. Three sets '56 hubcaps.
9. Two chrome expansion radiator tanks (1954).
10. Wrecked 1954 parts - windshield frame, all dash equipment, both doors, top deck, trunk, etc.
11. One pair used headlight rings.
12. One pair new headlight rings.
13. 4 sets used tail light lense with chrome bezel.
14. Used '56-'62 grey steering wheel - one 1957 Venitian Red steering wheel.
15. Used horizontal grill bar.
16. 4 sets hubcaps 1953-55.
17. Complete 1963 StingRay dash - driver's side.
18. One original steering wheel (no button).
19. One exhaust manifold.
20. Original chrome air cleaner for 1955, 265 V-8.
21. One Plasticon hardtop - good condition.
22. Two 1954 valve covers.
23. Speedometer, tach & chrome expansion tank.
24. Two complete headlight buckets with chrome ring & screen.
25. Two complete sets 1953-55 seats, also '59 seats.
26. Five 1954 partially complete parts cars - trunk, rear, fenders, complete dash, hoods grills, tops.
27. Two soft tops - 1953-55.
WILL DELIVER any of above cars for sale to Louisville, Ky. next 90 days for minimum hauling charge.
28. FLASH - Rare factory original waffle pattern upholstery for 1956-57 Corvettes, cream-colored - 50 yards for sale. Ten yards maximum order per person. \$20.00 per yard plus shipping & insurance.

Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706 (209) 266-2153.

1. FOR SALE - Wrecked 1956 parts. 1956-57 parts cars. You name it - I got it.

Ken Thiebaud, 2359 W. Adams, Fresno, Calif. 93706 (209) 266-2153.

1. FOR SALE - Mint 1957 fuel injection, complete with manifold and distributor and linkage.

Windmill Antiques, 28900 Pontiac Trail, So. Lyons, Mich. 48178.

CARS FOR SALE

1. FOR SALE - 1954 Corvette (E54S001548) restored, excellent condition inside and out. Original, garaged, low mileage, painted Nassau Blue.
Lanny Rice, Castine, Maine, 04421.

1. FOR SALE - 1954 Corvette for parts, serial#E54S003420, everything except seats, hardtop & outer grill moulding. You name it & I think I have it. Will consider selling car as whole.
Dwight Serbek, 33 Stever Ave., Hillsdale, N.J. 07642.

1. FOR SALE - 1954 Corvette, E54S003392, 95% restored, new top, paint, tires, interior, etc. Beautiful, original - \$3,000.00.
John Darack, 17 Louis Rd., Framingham, Mass. 01701, (617) 879-1832.

FOR SALE:

1. 1953 Serial #157 needs restoring - \$1,500.
2. 1953 Serial #286 needs restoring - \$2,000.
3. 1954 Original, new Polo White paint, mechanically good - \$1,850.
4. 1954 no motor or trans., Venitian Red - \$500.
5. 1954 no motor or trans., red, perfect body - \$600.
6. 1955 Bronze with beige interior, original V-8, power-glide, soft & Plasticon hardtop, excellent condition - \$2,500.
7. 1956 Original low mileage, waffle pattern upholstery, 265 power-glide - \$3,000.
8. 1959 Original paint, upholstery, carpets, motor, power-glide - \$1,800.
WILL DELIVER any of above cars for sale to Louisville, Ky. in next 90 days for minimum hauling charge.
Ed Thiebaud, 2359 W. Adams, Fresno, Calif. 93706, (209) 266-2153.

FOR TRADE

1. FOR TRADE - Complete early 1954 convertible top frame for late 1954 frame.
Wes Patterson, 3340 W. Malapai, Phoenix, Ariz. 85021, (602) 942-6360.

1. FOR TRADE - Wanted: 1953 Corvette valve rocker cover. Have hard to find parts for trade such as wheel covers, power-glide shift linkage, '54 water tank, carbs, etc.
Barry Baker, 29388 Hoover Rd., Warren, Mich. 48093.

WANTED

PARTS WANTED

For 1954 Corvette:

1. Side Curtains.
2. Wheel covers.
3. Front & rear lower bumper bars.
4. Rear license plastic cover.
5. Front emblem.
6. Side emblems.

Have surplus - (1) front license & guard assembly - needs re-chrome for 1956. (2) 5 assorted wheel covers 1956-1958, 15" with spinners.

Wm. C. "Bill" Allen, 21 Carisa Ct., Walnut Creek, Calif. 94596.

1. One or more bullet type air cleaners for '54 - any condition - write or call collect evenings.
Glenn Hinz, R, 2, Box 323, Kewaskum, Wi. 53040, (414) 626-2550.

For 1954 Corvette:

1. Head-lite rims.
2. Right front lower bumper piece.
3. 1 set of hub caps.
4. Wheels.
5. Convertible top tie downs (front & rear).
6. Front license plate bar.
R. V. Daffin, Jr., 4362 Buena Vista #116, Dallas, Texas 75205.

PARTS WANTED

1. For 1954 Corvette – used radio knobs and/or tone and selectivity control knobs that go in front of the regular white knobs.

Bill L. McDonald, %McDonald Chevrolet Sales, Nashville, Ind. 47448, 988-4334.

For 1956-1957 Corvette:

1. Complete ignition shielding – mint.
2. Set (2) courtesy light assembly – mint.
3. Pressed cardboard-like partition at rear of trunk (red – mint condition).
4. Owner's Manual – Shop Manual.

Chuck Eirk, 7800 Crown Top Rd., Louisville, Ky. 40222, (505) 425-1784.

For 1954 Corvette:

1. Two mint tail lights.
2. Two rear vertical bars.
3. Two front vertical bars.
4. Both original rear side clamp assemblies for plastic hardtop.
5. Sales brochures, especially bottom one pictured on Page 15 of January 1970 newsletter.
6. Original Owner's Manual.
7. Original jack.

Jim Tartal, 4315 Bucyrus Ave., Cleveland, Ohio 44109.

1. New dash pad for 1962 Corvette, black preferable. Also 1962 Owner's Manual.

James R. Jones, 4026 Melrose Ave., N.W., Roanoke, Va. 04017, (703) 362-3751.

1. Complete set of factory gauges for 1953-1956 Corvette. Also need chrome headlight rims, horn button, and factory service manual for 1956 Corvette.

Bill Williamson, 6771 Spokane Dr., Dayton, Ohio 45424.

For 1957 Corvette:

1. Hardtop with red waffle headliner.
2. Ignition shielding around distributor.
3. Radio antenna.
4. Front license bracket.
5. Wood spare tire cover.
6. Trunk mat (red).

Loren Schmidt, 501 No. 81st St., Lincoln, Nebr. 68505.

1. 12 volt radio.
2. 1955 V-8 ignition shielding.
3. Gold V's for ensignias.

Bill Holt, 49 Murray St., Brantford, Ontario, Canada.

1. Distributor shaft.
2. Air cleaners, parts (later type).
3. Grill teeth – trade 2 and 5 for 3 and 4.
4. Who wants reproduction license bezels.

Richard A. Webber, 635 Cottonwood Dr., Bowling Green, Ky. 42101.

1. For 1962 Corvette, chrome word Corvette, on passenger side dash.

Harry Aves, 131-52 233 St., Lauvelton, N.Y. 11422.

1. For 1954 Corvette – Need 10 metal screw-on clips to hold 6" chrome piece behind door and 24" chrome on forward of door.

Bobby Batson, 3705 Hay, Waco, Texas 76711.

For 1954 Corvette:

1. Wheel covers.
2. Six inch chrome pieces on side of rear fender.
3. Horizontal license plate hanger (front).
4. Horn button.
5. Exhaust pipe extension.
6. Inside mirror.

George Stelzer, 1556 Joliet Rd., West Chicago, Ill. 60185, (312) 231-4155.

For 1957 Corvette:

1. Shop & Owner's Manuals.
2. Exhaust pipe bezels.
3. Original upholstery material or parts.

Frank H. Tomlinson, Jr., 6134 Reach St., Philadelphia, Pa. 19111.

1. Tack gear housing – adapter bushing only.

Windmill Antiques, 28900 Pontiac Trail, So. Lyons, Mich. 48178.

NEW PARTS AVAILABLE THROUGH THE CLUB

CUSTOMIZE – UPDATE YOUR CORVETTE

PART NO.		LIST PRICE
42	Hood skin "396 Fuel-Injection Type" (1963-67)	\$ 50.00
44	Hood skin "427 Turbo Jet" (1963-67)	50.00
24A	Hood skin "427 Turbo Jet" (1958-62)	50.00
82	Custom Rear Spoiler (1963-67)	53.32
186	Custom Front Fender Flares – a pair (1963-67)	40.00
79	Custom Rear Fender Flares – a pair (1963-67)	40.00
187	Custom Rear Fender Flares – a pair (1961-62)	40.00
175	Tail Light Kits. Include (2) Fiberglass pockets, (2) Tail lights and (2) plugs w/pigtails. (1961-67)	36.27
177	427 Turbo Jet" Bubble only (1963-67)	40.00
178	Tear Drop Bubble – 4" Clearance 22" x 3' (all years)	20.00
185	Update your Stingray with 1967 small louvre section – a pair (1963-67)	36.00

1953-1955

FRONT END PARTS

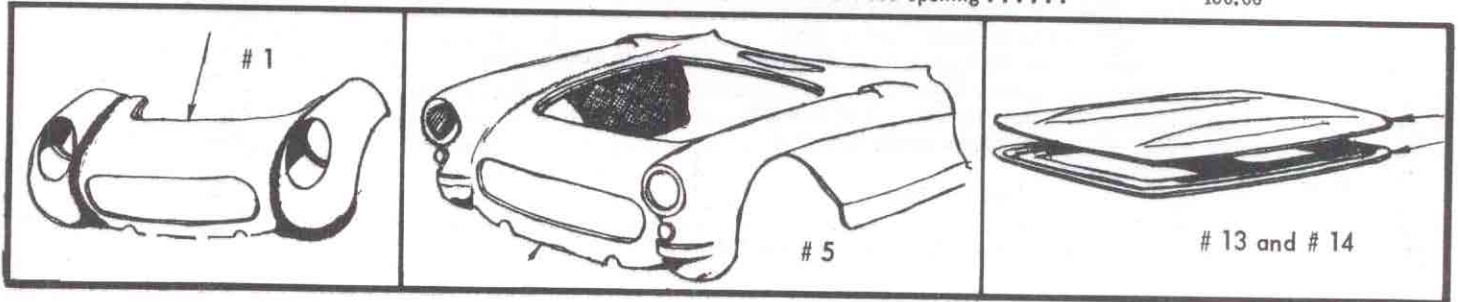
PART NO.

LIST PRICE

1	Front end - middle of wheel wells forward	\$135.67
2	¼ Front end - Middle of wheel wells to middle of grill - Left or Right	96.34
3	Inner panel - Front - Radiator to side inner-panel - Left or Right	12.67
4	Inner panel - Side splash - Left or Right	32.66

1956-1957

5	Complete front end shell less hood	210.00
6	¾ Front end - door to center of wheel on opposite side - Left or Right	184.67
7	Front end - Middle of wheel wells forward	131.34
8	½ Front end - door to middle of grill - Left or Right	113.33
9	¼ Front end - middle of wheel to middle of grill - Left or Right	82.67
10	¼ Front end - door to middle wheel - Left or Right	50.00
11	Inner panel - front - radiator to side inner panel - Left or Right	12.67
12	Inner panel - Side splash - Left or Right	32.67
13	Hood - outer skin	40.00
13A	Lower front baffle	12.66
14	Hood - inner or frame	43.33
14A	Complete fender - Complete upper and lower - Door to in line with hood opening	106.66

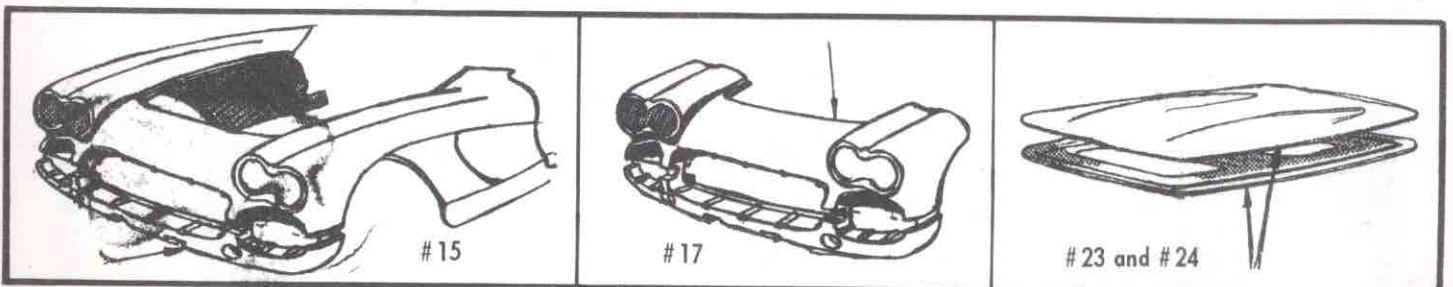


1958-1962

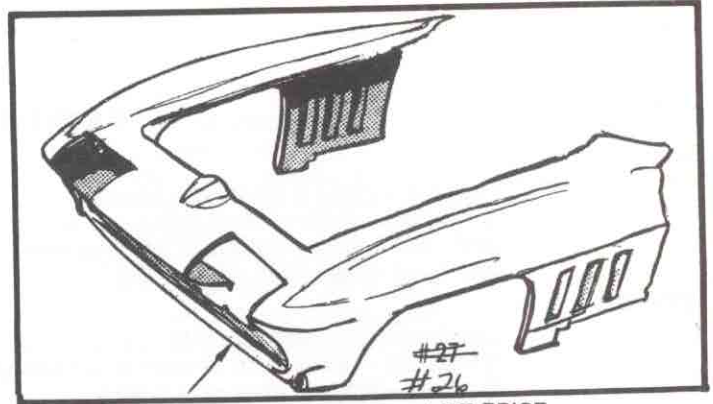
PART NO.

LIST PRICE

15	Complete front shell - less hood	\$ 236.66
16	¾ Front end - door to middle of wheel on opposite side - Left or Right	216.00
17	Front end - middle of wheel wells forward	180.67
18	½ Front - door to middle of grill - Left or Right	153.33
19	¼ Front - middle of wheel to middle of grill - Left or Right	122.67
20	¼ Front - door to middle of wheel - Left or Right	56.67
21	Inner splash panel - Left or Right	32.66
22	Inner splash panel - front half only - Left or Right	20.67
23	Hood - outer skin	40.00
24	Hood - inner or frame	50.00
24A	Hood skin - "427 Turbo Jet"	50.00
25A	Complete fender - Complete upper and lower - Door to in line with hood opening	120.00
26A	Lower front baffle	11.00



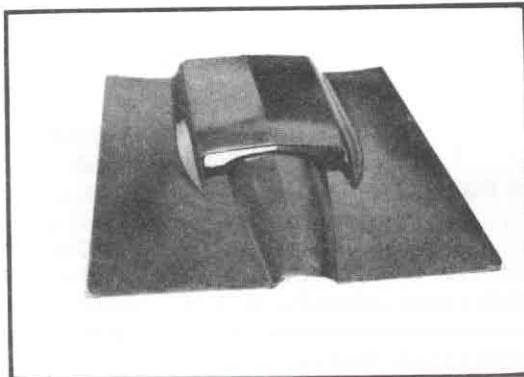
CORVETTES
FRONT END PARTS



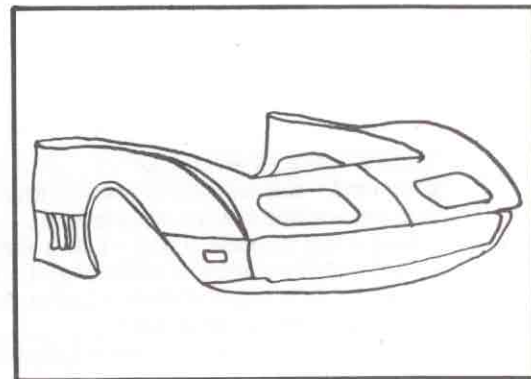
1963-67

PART NO.

		LIST PRICE
26	Complete front end shell less hood	\$ 253.33
26A	Complete front end shell less hood - with headlight ends and reinforcement bar installed	345.73
28	¼ Front end - door to middle of wheel on opposite side - Left or Right	230.00
28A	¼ Front end - door to middle of wheel on opposite side - with headlight ends and reinforcement bar installed - Left or Right	322.40
30	Front end - middle of wheels forward	180.00
30A	Front end - middle of wheels forward with headlight ends and reinforcement bar installed	272.40
31	½ Front end - door to middle of grill - Left or Right	146.67
33	¼ Front end - middle of wheel to middle of grill - Left or Right	120.00
35	¼ Front - door to middle of wheel - Left or Right	60.00
35A	Complete fender - Complete upper and lower - Door to in line with hood opening	120.00
37	Inner splash panels - Left or Right	32.67
38	Inner splash panels - front half only - Left or Right	20.67
40	Hood - outer skin - with square panels flushed in	40.00
41	Hood - inner or frame	43.33
42	Hood skin "396 Fuel - Injection Type"	50.00
44	Hood skin "427 Turbo Jet"	50.00
186	Custom Front Fender Flares - accommodate 10 inch tires - a pair	40.00



#300



#300

PRICE LIST FOR REPLACEMENT PARTS FOR CORVETTES FRONT END PARTS

1968-1969

PART NO.

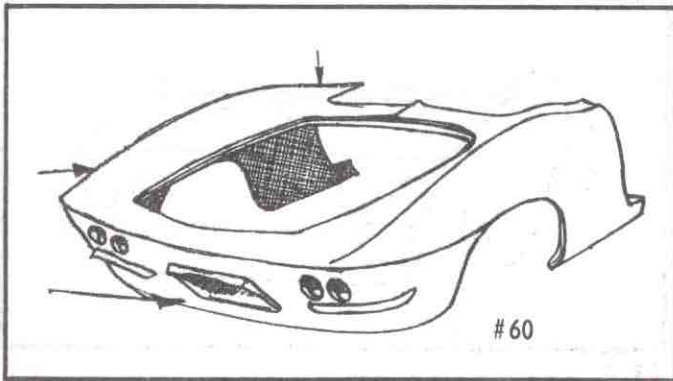
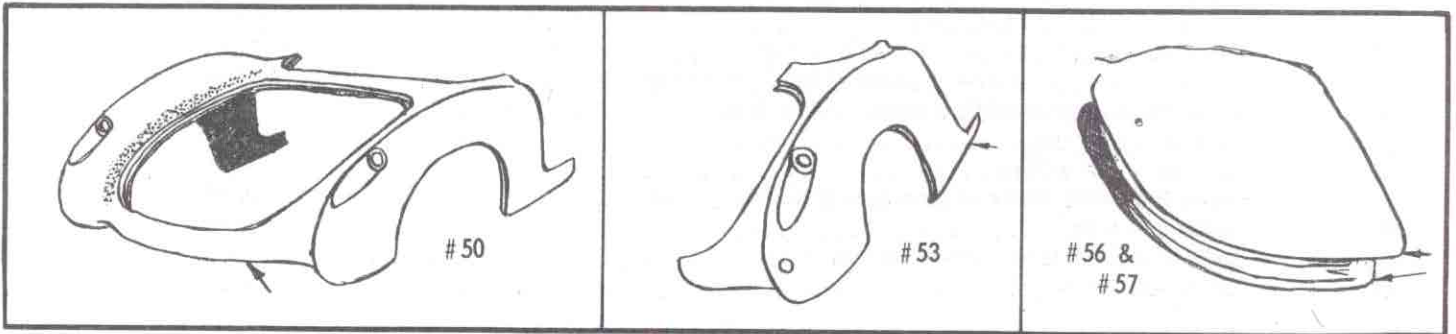
LIST PRICE

300	Complete front end shell - less hood	\$ 200.00
301	¼ Front end - door to middle of wheel on opposite side - Left or Right	184.60
302	Front end - middle of wheels forward	160.00
303	½ Front end - door to middle of grill - Left or Right	126.67
304	¼ Front end - middle of wheels to middle of grill - Left or Right	100.00
305	¼ Front end - Door to middle of wheel - Left or Right	43.34
306	Inner panels - side splash - Left or Right	36.67
307	Inner panels - side splash - Front half only	20.67
308	Hood skin "427 Turbo Jet" - outer	73.33
309	Hood frame - inner	50.00

REAR END PARTS

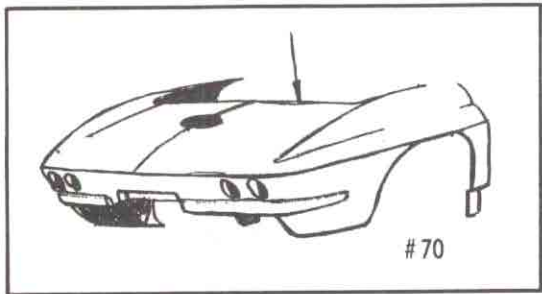
1956-1960

PART NO.		LIST PRICE
50	Complete rear shell – less deck lid and top cover	\$ 176.67
51	¾ Rear shell – door to middle of wheel on opposite side – Left or Right	162.67
52	Rear shell – Middle of wheels back	150.00
53	½ Rear shell – door to middle of rear – Left or Right	113.33
54	¼ Rear shell – middle of wheel to middle of rear – Left or Right	66.66
55	¼ Panel – door to middle of wheel – Left or Right	40.00
56	Trunk lid – outer skin	33.33
57	Trunk lid – inner or frame	50.00

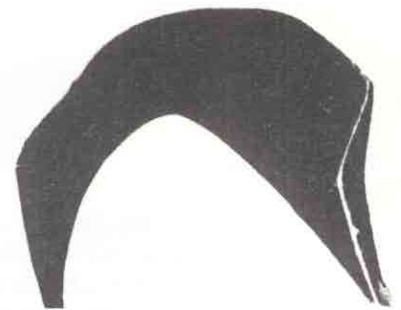


1961-1962

PART NO.		LIST PRICE
60	Complete rear end shell – less deck lid and top cover	\$ 229.38
61	¾ Rear shell – door to middle of wheel on opposite side – Left or Right	209.44
62	Rear shell – middle of wheels back	183.26
63	½ Rear shell – door to middle of rear – Left or Right	130.90
64	¼ Rear shell – middle of wheel to middle of rear – Left or Right	78.54
65	¼ Panel – door to middle of wheel – Left or Right	44.00
66	Trunk lid – outer skin	30.00
67	Trunk lid – inner or frame	52.36
187	Custom rear fender flares – a pair	40.00



REAR END PARTS

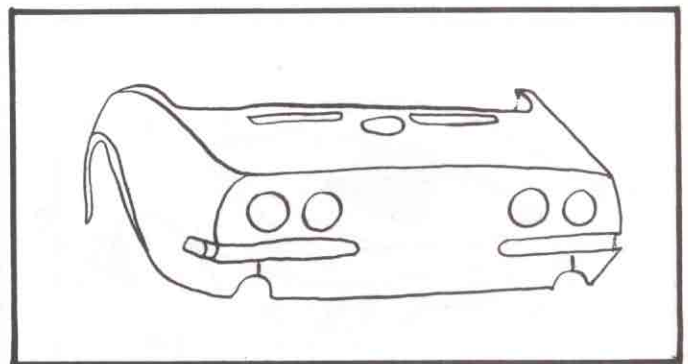


1963-1967 Convertible Type

PART NO.

LIST PRICE

70	Complete rear end shell – less top cover and lower rear filler panel	\$ 229.00
71	Lower rear filler panel	29.00
72	¾ Rear shell – door to middle of wheel on opposite side – Left or Right	209.40
73	Rear Shell – middle of wheels back	183.25
74	½ Rear shell – door to middle of rear – Left or Right	130.90
75	¼ Rear shell – middle of wheel to middle of rear – Left or Right	92.25
76	Quarter panel – door to middle of wheel – Left or Right	44.00
77	Top cover – outer skin	33.60
78	Top cover – inner or frame	54.85
79	Custom Rear Fender Flares (accommodate 10 inch tires – a pair)	40.00
80	Door skins – each	28.00
81	Fastback roof – write for prices of sections needed	–
82	Custom Rear Spoiler	53.33



#320

1968-1969

Convertible Type

PART NO.

LIST PRICE

320	Complete rear end shell – less top cover and lower filler panel	\$ 200.00
321	Lower rear filler panel	21.33
322	¾ rear shell – door to middle of wheel on opposite side – Left or Right	186.66
323	Rear shell – middle of wheels back	173.33
324	½ Rear shell – door to middle of wheel – Left or Right	113.33
325	¼ Rear shell – middle of wheel to middle of rear – Left or Right	30.00
327	Door skins	32.00

INFORMATIVE NOTES ON A LATE 1955 CORVETTE

Dear Ed:

In your last newsletter you have color combinations for 1955 models. I have one which you may be interested in – Serial #VE55S001696; color – bronze outside, white and black interior, beige carpet, 265 V-8 with a 3-speed. As far as I can tell, the 3-speed was factory installed because of the following:

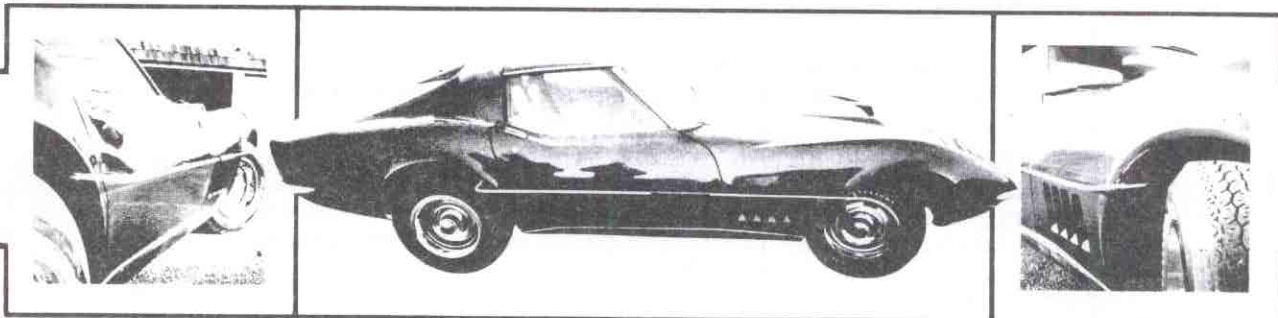
1. The serial number indicating a late production.
2. Information from people who knew the car in its earlier days.
3. No wiring for a neutral start switch.
4. Hole in fire wall for linkage is perfectly round – no roughness. Also there is a grommet for this held in place by a metal plate that looks factory made.
5. Regulator and horn relay are installed in the fender. There are no other holes filled or otherwise to indicate change of position.
6. Hole for shifter is not the same as the automatic. (Floor has not been altered.)
7. Other information:
 - A. Floor operated windshield washer.
 - B. 3.70 rear end, instead of 3.55.
 - C. Dash knobs 1955 instead of the 1953-54 configuration.
(Editor's note: General Motors might have used 1956 knobs in the last few 1955's off the line.)

Sincerely,
Bill Holt
49 Murray St.
Brantford, Ontario, Canada

STOP PAINT NICKS

Car Guard Door Protector guards against paint nicks and chips caused by inconsiderate parkers and door openers. Invented especially for Corvettes ('68-'71) and Camaros ('70½ and '71) by a man who's driven both great cars, the Car Guard Door Protector is easy to install.

All you do is mount four permanent brackets. This takes a drill, screwdriver and about 45 minutes of your time – and will *not* alter the appearance of your car. Then, when you park, you just position one guard on each side of the car. Positioning the guards takes one minute, and you can walk away knowing your car's finish is safe from most violent door openers.



also available for Camaros 70-71

Send \$16.00 (postage included), name and address to:

Car Guard Door Protector 1408 Holdridge Circle Wayzata, Minnesota 55391

COVER CAR STORY

Dear Ed,

I bought my first car, a 1954 Corvette, in 1962. It was not original but was very nice; gold paint, a black naugheyde interior and a three-speed transmission with a hydraulic clutch which took about 500 pounds of pressure to operate. After driving it through a Wisconsin Winter and freezing my nose several times, I traded it in on a "regular" car.

However, I could not get it out of my mind and always watched the ads with the somewhat secret wish of owning one again. Five years later my wife and I took a wrong turn off the freeway and saw a Corvette with a bubble top on a used car lot. It was so unusual we had to stop and look closer . . . even getting as far as kicking the tires and asking the price.

After two nights of nightmares and justifying the purchase of it to each other, we went back to take it for a test drive. The noise inside the car was terrific . . . the combination of a leaky muffler and the reverberation of the top gave the sensation of being inside a guitar! The engine quit after a mile and wouldn't start, but it turned out it was out of gas.

A boy from the used car dealer came out with a can of gas. After putting it in the car, he pulled away and hooked the front fender of the Corvette with his bumper, but fortunately only took a small chip out of the fender.

We decided to take the Corvette after the fender was repaired. While looking at the engine I noticed the ignition shielding was missing. The salesman had no idea what I was talking about, but the mechanic remembered "seeing it around someplace." We found it on the junk pile! We gave him \$1500 and drove off with our prize.

The car was purchased from the original owner — even better than the proverbial "little ol' lady". He is the owner of a large Milwaukee based industrial plant and took exceptionally good care of the car, driving it only in the summer on nice days and even keeping it in a garage at work. It had 50,000 miles on it when purchased in 1967. He sold the car because he didn't have the time to keep it up, and because, I think, it was not the most comfortable car for a 6'3" person over 40! He drives a new Corvette now.

My Corvette was one of the first two bought in the Milwaukee area. The other was a blue one with the tan interior bought at the same time by a friend of the owner of my car. My car's owner had to top his friend though and got a bubble top for it. One day he was driving on the freeway when the top came off traveling at a good distance upside down on the pavement. The top was taken to O'Hare Field in Chicago and the scratches were removed and the fastening system improved.

We use the bubble top very little — about two weeks in Spring and Fall. It is like a greenhouse inside when the sun shines.

The car is driven daily to work during the summer, used for weekend trips, and stored during the Winter. Here is my storage procedure (I would like to see an article or some opinions in our magazine regarding Winter storage):

The car is put on blocks to take the weight off the tires.

The battery is removed and trickle charged regularly throughout the Winter.

The engine is run every two weeks at a very fast idle of about 1500 RPM for 1/2 hour.

(My feeling on this is that one doesn't have to drain the fuel system to keep varnish from forming and pressure is built up against the oil seals.)

The car is put in gear for a few seconds at idle to rotate all the parts of the drive train through its oil. (Some believe it is better to soak everything in oil and leave it sit: as I said, I would like to hear some arguments both ways.)

We have worked out a restoration project for each year. We purchased wide whitewall tires last year and will reupholster the car this year, and plan to get a new top next year. There have been many happy hours with the Corvette and we're sure we have done well over three years on our \$1500 investment. There have been no unusual costs; a new battery and transmission seals were all that were needed. We plan to continue driving our Corvette for many years, so no offer to buy please. However, we would be happy to correspond with other owners.



"TIPS FROM OUR FIBERGLASS BODY PARTS MANUFACTURE"

GENERAL INSTRUCTIONS Front or Rear Ends

We have found the following methods most satisfactory in the installation of our parts.

1. Remove all chrome, light assemblies, emblems, etc. from and immediately adjacent to damaged area of fiberglass.

2. Cut away and dispose of diseased fiberglass of outer body skin. At this time complete any mechanical or frame work necessary.

3. Grind, sand or scrape underside of old part where lamination is to be made so that surface is clean glass for at least 3 inches from this joint. Inner panels are treated in the same manner. Trim top edge of inner panels slightly, as our part is slightly thicker than stock part. We suggest that edge of old part be trimmed off fairly straight as this makes job easier.

4. Leave hood or deck lid in place and see that latches and hinges set in proper position.

5. Cut new part approximately 1 inch longer than needed. (Save remaining fender ends of new part and cut into 3 or 4 inch strip, which will be used to fit under joint as bonding strip.) Surface of bonding strip which goes against underneath side of fender must be sanded with coarse paper so that resin will stick properly.

6. Using the hood or deck lid as a major guide set new part in place sliding edge of new part over remaining edge of old and check closely with edge of hood or deck lid for backward or forward alignment and then, when set, clamp new and old part firmly together and run saw blade through new and old part for good joint.

7. Re-set new part in place and check for lateral, vertical, pitch and backward or forward fit being sure that fit aligns with hood or deck lid.

8. Now check again. From this point mistakes are tough to remedy. If all is well aligned — start laminating.

9. Use strip saved in item No. 5 bonding strip. (Don't forget to sand surface first with coarse sand paper as in step No. 5.) Cover strip with catalyzed polyester resin and powdered glass. Install strip to underside of joint with half on each side of joint.

(at 70 degrees it takes 2 oz. catalyst per gal. of resin.

Half that at 90 degrees. Don't work in direct sunlight.)

We suggest that you mix powdered glass, resin and catalyst in small workable quantities to make a paste to avoid dripping. Apply paste to all sections where outer shell will come in contact with inner structure.

Use two layers of fiberglass mat to secure inner panels. Use 1 1/2 or 2 inch brush to mix resin with hardener and apply mat. Install one layer at a time keeping mat well saturated with catalyzed polyester resin. Be sure to work all air out of laminate using dabbing strokes with a brush. Acetone or lacquer thinner will keep brush limber.

10. Wash exterior surface with water only. This is important. Removes any wax or P.V.A. used in moulding.

11. Using grinder, dish out top of part at joint from 3/16 inch deep to nothing — about 3 inches wide — so that mat will work in well and feather nicely. This avoids any later noticeable shrinkage of Bondo after installation.

12. Fill joint and dished area with glass mat. Fill should be only slightly higher than finished part is to be. Allow to set. Sand surface down to flush with part using fine paper for last of this sanding. Blow off surface with air, if possible, to remove dust from minute pores. Now work as you would with metal body work. Fill pin holes and low spots with Bondo. Allow to harden and sand smooth. Prime. Now glaze repaired area with lacquer putty to fill sanding scratches. Sand putty with 280 or 320 grit paper. Prime again. Surface should now be ready for final sanding and application of color.

13. On Custom Front Ends using frenched headlights, headlights are installed from rear. To facilitate adjusting headlights the following procedure is recommend:

(a) Remove adjusting screws from lamp housing.

(b) With hacksaw make a slot in the opposite or back side of screw so that it can be turned from rear with a screwdriver.

(c) Now, drill 1/4 inch or 5/16 inch holes in housing directly in line with adjusting screws so that a screwdriver will go through the housing and engage the new slot in the adjusting screw. Headlights can then be adjusted from rear without removing entire housing from fender.

(d) With light assembly modified as above, install housings into front end. Determine proper mounting position for headlights and bond into front end using mat and catalyzed resin. Be sure proper position is obtained so that headlights may be properly adjusted.

14. On our "X-7 Shark" Custom Front End, if installed from the middle of the wheels forward only, it is usually desirable to remove ridge from crown moulding from old part. This can easily be done by filling in under side and grinding carefully from top and smoothing out groove with Bondo. Groove should become shallower as it progresses toward rear and gradually disappear at about even with rear of hood opening. If opposite is desired and ridge is to be continued to headlight this may also be done with body putty. Longer "T" bolts clips must be used in this latter case for securing of crown moulding.

(We use the term "Bondo" meaning a plastic body filler, preferably a brand that uses a creme hardener.)



... an adventure in listening

THE EARL NIGHTINGALE PROGRAM "OUR CHANGING WORLD"

#1603 - CHANGE YOUR LUCK?

Do you know the difference between chance, and luck? If the wind blows a piece of colored paper across a man's path on the street -- that's chance. If he stoops to pick it up and finds it's a \$100 bill, that's luck. Luck, then, is chance transmuted by action.

A book I bought several years ago, and have enjoyed poking around in, is titled, HOW TO ATTRACT GOOD LUCK, by A. H. Z. Carr. I was reminded of the book recently when I read an article in This Week magazine by Leslie Lieber in which the book is mentioned and the subject of good luck explored in some depth.

And, here are some rules for attracting good luck I think you'll find interesting and, if you'll apply them, very valuable:

First: Cultivate zest! Zest is the most universal and distinctive mark of happy people. The zestful person is the enthusiastic person. Because of this, he's constantly throwing out luck-lines in his life. So, the first rule for attracting good luck, is to try to become more zestful about the business of living.

Second: Be generous. Generosity breeds good luck. Warm-spirited actions intensify and sustain awareness of you in the minds of others. Their concentrated, favorable attention increases the probability that they will remember a fact or conceive an idea beneficial to your interests.

Third: Expose yourself to other people. Even if you're a retiring, shy sort of person, make the effort to be with people. An analysis of hundreds of case histories shows that the "lucky episode" began for the person concerned at a time when he was exposed to others, when someone else unexpectedly said something important to him. One idea can change your life, so expose yourself to them.

Fourth: Trust your intuition. In the normal business of life the workings of intuition are so evident that anyone who discounts its importance runs the danger of losing one of man's most useful allies in appraising his chances for success or failure.

So much for the do's; now here are four don'ts:

One: Don't allow shyness to cut you off from most of the chances of love and life. Shyness is a vanity, not a virtue. The shy man avoids fresh human contacts because he fears the risk of possible dislike and disapproval from others. As a result of his aloofness, lucky chances are likely to pass him by.

Two: Don't let ego chase luck from your door, either. The boaster and the braggart cause those who might normally throw or receive lucklines to withdraw in disgust.

Three: Don't allow yourself to become bored. Boredom is contagious and leads us into situations which can be tragically unlucky.

And four: Don't become discouraged over a string of minor instances of bad luck. The zestful person can capitalize fully on the lucky chances which are as sure to turn up as heads will come up half the time when we flip a coin.

So, there are a few rules for bringing good luck your way. There's nothing mysterious about them, they simply work. The law of averages will bring more than enough opportunities.

30 YEARS OF PROGRESS + 17 MORE =



My introduction to the Corvette was in 1953, here in Los Angeles during the G.M. Motorama show. The first hand made model was being shown to the public.

The response to this car was so enthusiastic, that Harolow Curtice, then the President of G.M. ordered the general manager of Chevrolet, Mr. Keating to produce it. Before the decision was made to produce this car, Mr. Curtice talked to as many dealers as he could during the tour of the Motorama show. He wanted to know if they thought there would be a market for such a car. At the time, Chevrolet needed a young image, as our cars were not being bought by young people, so practically all the dealers indicated they would welcome this exciting new addition to our line.

The first Corvettes produced went to the V.I.P.'s. The Cleveland Brown's football team received one each.

About November, 1953, we got our first. I displayed it here at the dealership for two weeks and we took over 200 orders at \$3300.00 per copy.

When the second one arrived, I purchased it myself and used it for show and road tests. I traveled as far as San Francisco to display my Corvette and in those days I was looked upon as an "interloper" and rarely placed. Infact, in 1954, at the "Pebble Beach Concourse" the judges walked past my car, apparently not thinking it belonged with all of those Jaguars, Aston Martins etc.

I continued to promote the "Cardboard Car" and when the V8 and the standard transmission came along the speed runs were far better than 90% of the big imports, however, the foreign car crowd continued to bad mouth the Corvette and it was rare to see a favorable article in a sports magazine.

The Mercedes 300 SL was the undisputed sports car racing champion until Dick Thompson showed up at the Pebble Beach races with a fuel-injection, 4 Speed coupe and from then until the Cobra came along, the Corvette was unbeatable. It was then that the Corvette was recognized as a true sports car and we were able to attract the foreign car buffs as prospective purchasers.

Our company was by then, synonomous with the name Corvette and we were #1 in sales. In 1957 we prepared a "vette" for an assault on the Class "C" record at Bonneville which at that time was held by Mercedes. Our two way runs of 157 M.P.H. was good enough and Corvette was the American Champion of Class "C".

In 1958 & 59 our car was the production car championship of the Pacific Coast, they were

AMERICA'S #1 SPORTS CAR

the glory years for Corvette.

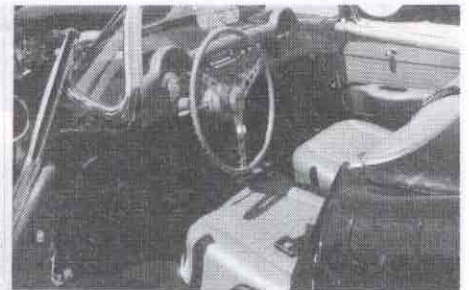
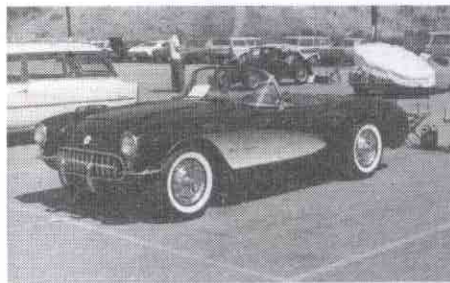
In 1962 we prepared a car and entered it in the "Great South American Rally" which actually is a road race beginning in Costa Rica and after a torturous trip thru Nicaragua, Honduras, Salvador & Guatemala ended up in Mexico City where we were greeted by the President of Mexico who asked us to give him the Corvette as a present.

Our Corvette parts inventory is the largest in the country and is a source for owners who are in the process of restoring the early models, if we don't have it in stock we can usually locate it with our teletype system.

I have restored two Corvettes myself, a 53 and a 57 Fuel Injection the latter being one of my favorite all time models, the 57 is a great car to show & drive & will outperform many of the later models because of the favorable H.P. to weight ratio.

The restoration of the 57 was a labor of love and was undertaken with a zest that lasted to the end - The car was completely disassembled and rebuilt, all the bright work is either refinished or replaced with new, waffle pattern for the seat inserts was the hardest to come by but I found it. I have both tops, two sets of seats, one set for show & a more comfortable set for driving around, two sets of wheels, one set for show complete with new hubs & big white side walls & a set of 1963 aluminum knock offs with Firestone Radials. The engine is new & is rated at 400 H.P. the Fuel Injection is calabrated to the engine & with only 2900 lbs. to move it goes!

I have shown the car six times and have placed either



first or second, my biggest win was at the Ambassador Hotel Concour's where I went home with a first.

Sincerely,

Frank Milne
Sales Manager
Harry Mann
Chevrolet Company



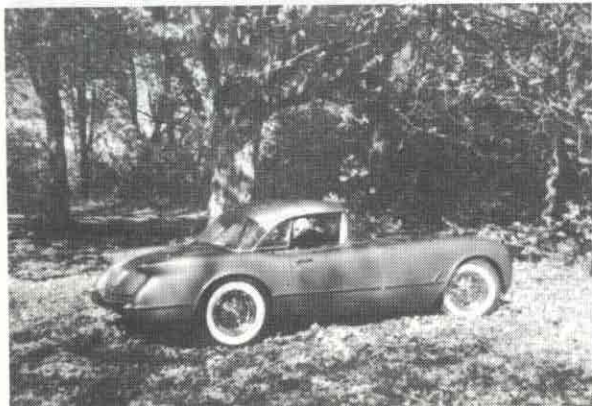
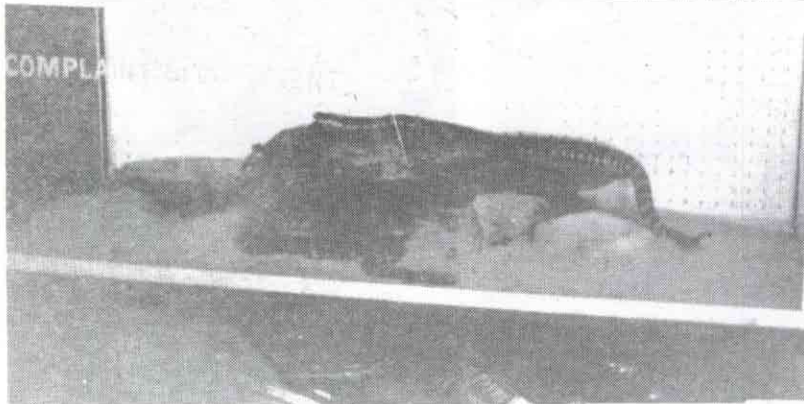
Jean Kusant atop their 1969 red, white, and blue Corvette at Raceway Park, Madison Township, N.J.



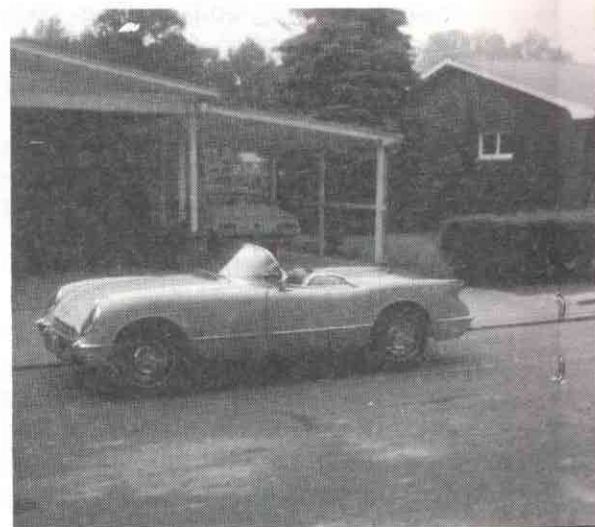
Neil & Jean Kusant; Hedgewood, New Jersey. E54S004426-98.



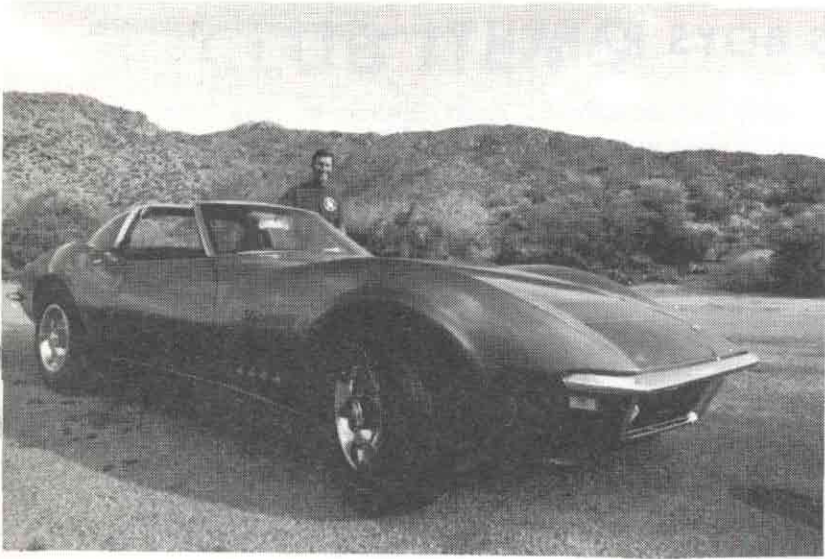
Complaint Dept., Wrecking Yard; Sacramento, Calif. 3 Diamond Back Rattle Snakes in glass case.



Raye Barbara Thorland's Pennant Blue 1954 Corvette. Gaylordsville, Connecticut.



H-Lee Hadley; New Matamoras, Ohio. Yellow, 1954 Corvette. E54S001729-298.



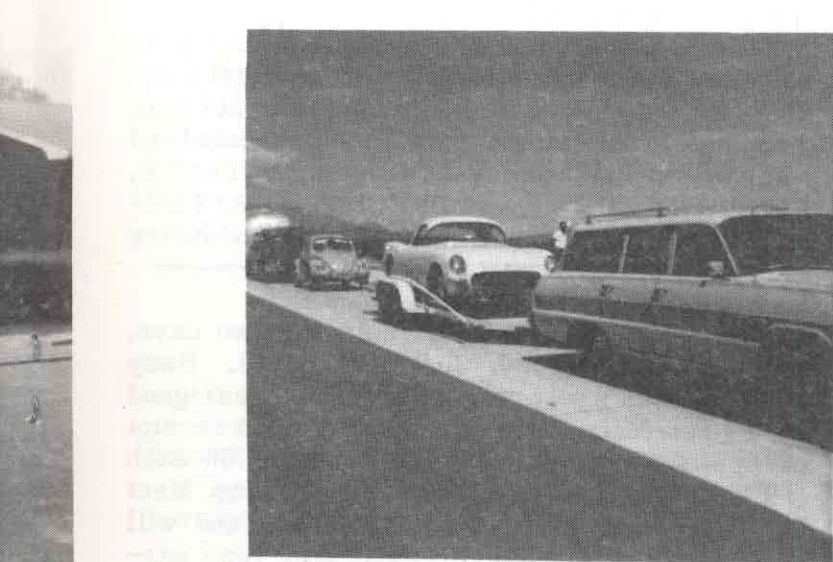
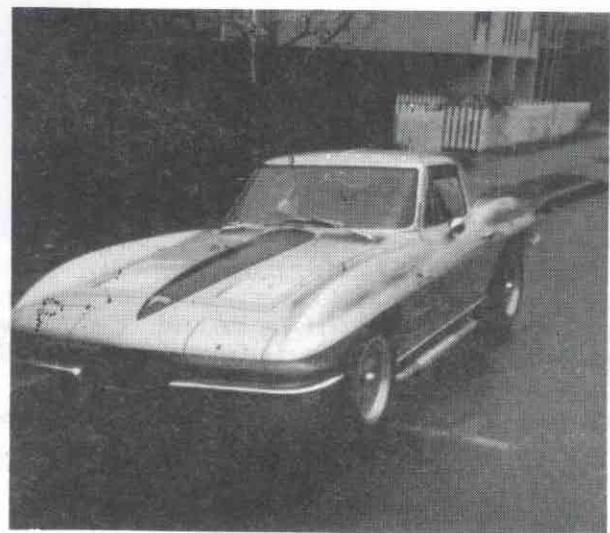
*Merry
Christmas*
and a happy new y

How's this for a swinging Christmas card.

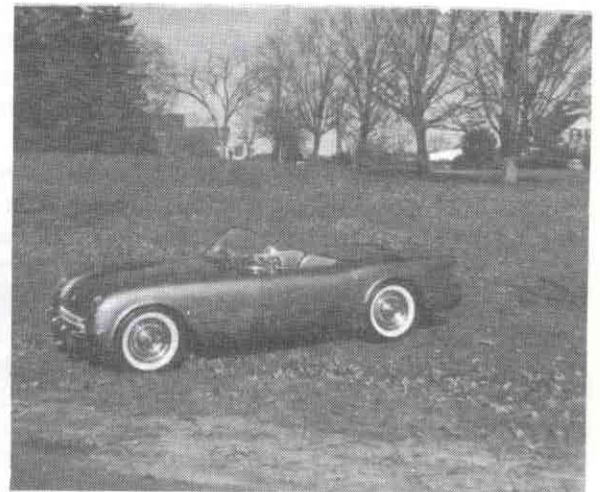
Jack Krawaczyk;
Tucson, Arizona.



Charles L. Valentine Jr.; Denver, Colorado. 1963 Stingray - Silver SCCA "B" production.



Mike Farley's prize winning '54 Show Car en route from Calif. to Waco, Texas. Hauled with tender loving care by Noland Adams, Kerman, Calif.



Stan Brown, Hampton, N.H. E54S001783-263. Original Pennant Blue; Original Beige Interior; 37,000 actual miles.

CAL FARLEY'S BOYS RANCH

Dear Mr. Thiebaud,

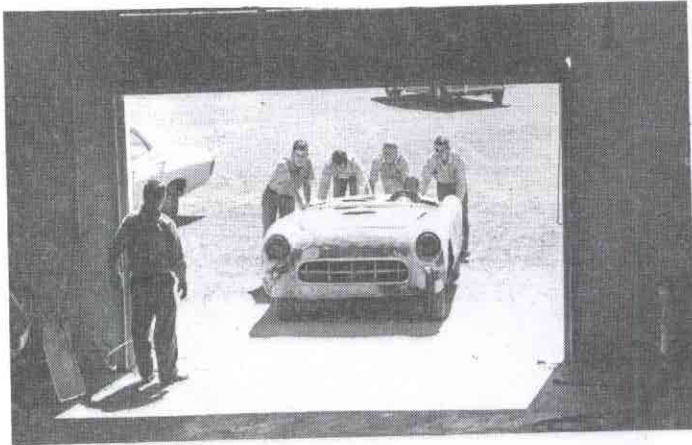
We, the boys of the Boys Ranch Auto Body Chapter, would like to thank you and your Organization for your contributions for the restoration of our Corvette.

We would also like to thank you and your Club for making us Grant Members in your Organization.

Your concern is greatly appreciated.

Sincerely yours

Gary Velo Chapter Secretary



We talked to the Cal Farley's Boys Ranch today. The boys have set their restoration of a 1954 Corvette aside until summer, because they are making western uniforms for the band. They still need parts to complete the car. Please direct all inquiries to Bobby Allen, Boys Ranch, Texas 79010. Ed. Thiebaud

Les Cooper
James Dwyer
Joe Juelin
Wm. Bledet
Del Thomas

Tom Seaman
Troy Van Coy
Mike Hartman
Bobby Staker
Jim Bowers
Orley Bellington
Mike Hadner
Casey Ford
Mike Rogers
W. H. Russell
Wayne Cole

Harrah's Swap Meet and Car Show

SCHEDULED FOR JUNE

Harrah's Seventh Annual Reno Swap Meet and Car Show is scheduled for June 18th and 19th, 1971. All requests for information should be directed to P.O. Box 10, Reno, Nevada 89504. CAR SHOW, Saturday, June 19th:

All Car Show entries are pre-entered and no entry will be accepted after June 11th. Entry fee will be \$3.00 per car. Registration will take place Saturday, June 19th, from 8 a.m. to 10 a.m. - Car Show judging and other events from 10 a.m. to 4 p.m. Cars will be judged in the following categories: ANTIQUE: 1915 and earlier. VINTAGE: 1916 thru 1924. VINTAGE: 1925 thru 1933; not classics, not Ford Model A's. VINTAGE: 1934 thru 1942; not classics. FORD MODEL A's. CLASSIC: recognized as classics by the Classic Car Club of America. PACKARDS: post 1942. *SPORTS CARS: Factory sports cars thru 1957. *CONTEMPORARY SPECIAL INTEREST: 1943 thru present day having true special interest. *COMMERCIAL VEHICLES thru 1945. MOTORCYCLES thru 1942. *(Entries subject to strict entry committee approval.)

AWARDS BANQUET:

The Awards Banquet is scheduled for 8 p.m. Saturday evening in Harrah's Reno Hotel Convention Center, with no hosts cocktails at 7 p.m. Trophies in all categories will be presented and awards for car coming LONGEST DISTANCE, BEST OF SHOW, and SPECIAL SWAPPERS AWARD. Entertainment will be provided during the banquet.

SWAP MEET:

The Swap Meet will be held for two days, Friday and Saturday, June 18 and 19. Swap Meet spaces are pre-registered and assigned on a first-come, first-serve basis upon receipt of application. Swap spaces are \$7.50 each (10' x 25'). Application forms for Swap Meet and Car Show will be available soon and will be sent to various car clubs, last year participants, and upon request. Last year's Swap Meet and Car Show drew 14,000 people, and an increase is expected this year. Harrah's Automobile Collection, an attraction of Harrah's Hotel/Casinos, Reno and Lake Tahoe, is sponsor of the meet.

CLUB ITEMS

Badges are on brass, hand painted in full club colors, then baked in a special process to a hard porcelain finish with two mounting screws behind the badge. Price \$6.50.



JACKET PATCH

The jacket patch is a 9 1/2" diameter round emblem embroidered in ten colors. The design is pictured below. The cost of the patch is \$12.50 each. Due to the great expense of the patch, we could only order a limited supply, so please get your orders in as soon as possible. Please allow one week for delivery.



CORVETTE SIGNAL SEEKER RADIO 3706551 FOR 1953-54

This is Article Number 4 in a continuation of the whole article.

CLUB JACKET

The club jackets are light weight white nylon with racing style collar, and a red, white, and blue stripe down the left front. The jackets are \$12.50 each. Please allow one week for delivery. The sizes are as follows:

XS	S	M	L	XL
32	34-36	38-40	42-44	46

ADVERTISING

Name, address, and phone number will be counted as part of your ad. A \$3.00 fee will be charged for each photograph. Also all ads must be received by 15th of the month prior to publication, i.e., March 15, 1970, June 15, 1970, September 15, 1970, December 15, 1970. Members may advertise their vintage Corvettes or parts at the following rates:

0- 25 words	free
26- 50 words	\$1.00
51- 75 words	\$2.00
75-100 words	\$3.00

NOTICE

The two articles following the Radio article are taken from Chevrolet Service Manuals and are reproduced here in a beginning series for the benefit of our members.

The first article deals with 'fuel injection' and should be a help to those who find it hard to get service on their system.

The second article is a picture diagram showing the servicing of the 1953-54 Powerglide transmission.

These articles will continue in following issues, so be sure and save each issue to have a complete manual on each.

